

# New York Stock Market

NEW YORK, October 20.—The dull and hesitating tone of the speculation in stocks was unrelieved to-day. Prices did not move much, with any decision and the sentiment was confused by the contrary movements going on at the same time. The immediate condition of the local money market was not such as to force liquidation, in that the banks were not actually calling loans. Beyond the immediately available tone of the money market, however, the money outlook was regarded as unimpaired. It was taken for granted that to-morrow would see a further rise in the Bank of England official discount rate.

The placing of new American issues abroad suggests another phase of the question of securing new capital in a way that might operate as a substitution for the funding of temporary borrowings from foreigners and thus relieve the immediate obligations to repay them. Money market factors are sufficiently mixed to explain the halting tone of the speculation, which kept prices within a restricted range throughout the day.

Bonds were heavy. Total sales, par value, \$3,004,000. United States 2's declined 1-8 and the 4's, registered, 1-4 per cent. in the bid price on call to-day.

Total sales of stocks for the day were 748,700 shares.

NEW YORK, October 20.—Money on call firm, 4 1/2-1 1/2 per cent.; ruling rate 4 1/2-1 1/2; closing bid, 4 1/2-1 1/2; offered at 4 1/2-1 1/2. Time loans strong; sixty days, ninety days and six months, 4 1/2-1 1/2 at 4 1/2-1 1/2 per cent.

Close: Prime mercantile paper, 5 1/2-1 1/2 per cent. Sterling exchange strong, with actual business in bank rates, at \$4.8320 to \$4.8330 for sixty-day bills, and at \$4.8690 for demand. Commercial bills, \$4.82-1 1/2 to \$4.83. Bar silver, 51. Mexican dollars, 43.

## RICHMOND STOCK MARKET.

Richmond, Va., October 20, 1909. Bids Asked. North Carolina 4's, 1910, 91 92 Virginia 4's, Oct. 1, 1912, 91 92 Centuries, 2-3 C. and R., 1911, 92 92 1/2

CITY SECURITIES. Richmond City 4's, R. 1920-1930, 100 1/2 Rich. City 4's, R. 1918-1930, 100 1/2

RAILROAD BONDS. C. & L. R. Co. Ind. 4's, 100 1/2 C. & L. R. Co. Ind. 4's, 100 1/2

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# Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO., Bankers and Brokers.																	
BID. ASKED. SALES.																	
		Open.		High.		Low.		Closing.		Open.		High.		Low.		Closing.	
400	Amer. Agri. Chem. Co.,	45 1/2	46 1/2	45 1/2	46 1/2	45 1/2	46 1/2	45 1/2	46 1/2	4500	Int. Metropolitan, pfd.,	60	60 1/2	59 1/2	60	59 1/2	60 1/2
400	Allis-Chalmers,	81	81 1/2	81	81 1/2	81	81 1/2	81	81 1/2	100	Int. Mer. Marine, com.,	74 1/2	75 1/2	74 1/2	75 1/2	74 1/2	75 1/2
400	Allis-Chalmers, pfd.,	81 1/2	82 1/2	81 1/2	82 1/2	81 1/2	82 1/2	81 1/2	82 1/2	100	Int. Mer. Marine, pfd.,	23 1/2	24 1/2	23 1/2	24 1/2	23 1/2	24 1/2
400	Amalgamated Copper,	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2	100	International Paper,	17 1/2	18 1/2	17 1/2	18 1/2	17 1/2	18 1/2
400	American Can, com.,	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	400	Kan. City South, com.,	44 1/2	45 1/2	44 1/2	45 1/2	44 1/2	45 1/2
400	American Can, pfd.,	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	400	Kansas City South, pfd.,	70	70 1/2	70	70 1/2	70	70 1/2
400	Amer. Car and Foundry,	70 1/2	71 1/2	70 1/2	71 1/2	70 1/2	71 1/2	70 1/2	71 1/2	400	Louisville and Nashville,	153 1/2	154 1/2	153 1/2	154 1/2	153 1/2	154 1/2
400	Amer. Car and Foundry, pfd.,	71 1/2	72 1/2	71 1/2	72 1/2	71 1/2	72 1/2	71 1/2	72 1/2	400	Manhattan,	141 1/2	142 1/2	141 1/2	142 1/2	141 1/2	142 1/2
400	American Locomotive,	68	68 1/2	68 1/2	69 1/2	68 1/2	69 1/2	68 1/2	69 1/2	400	Metro. Street Railway,	20	20 1/2	20	20 1/2	20	20 1/2
400	Amer. Locomotive, pfd.,	116	116 1/2	116 1/2	117 1/2	116 1/2	117 1/2	116 1/2	117 1/2	400	M. Kan. and Texas,	48	48 1/2	47 1/2	48 1/2	47 1/2	48 1/2
400	American Locomotive, pfd.,	116 1/2	117 1/2	116 1/2	117 1/2	116 1/2	117 1/2	116 1/2	117 1/2	400	Mo. Kan. and Texas, pfd.,	48 1/2	49 1/2	48 1/2	49 1/2	48 1/2	49 1/2
400	American Beet Sugar,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	400	Missouri Pacific,	68 1/2	68 3/4	68 1/2	68 3/4	68 1/2	68 3/4
400	American Sugar,	130	131	130	130 1/2	131	131 1/2	130	130 1/2	400	National Lead,	88 1/2	88 3/4	88 1/2	88 3/4	88 1/2	88 3/4
400	Amer. Tel. and Tel. Co.,	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	400	New York Central,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4
400	Canadian Pacific,	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	2750	N. Ont. and Western,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4
400	American Tobacco, pfd.,	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	3200	Norfolk and Western,	16 1/2	16 3/4	16 1/2	16 3/4	16 1/2	16 3/4
400	Anconida Copper,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	100	Northern Pacific,	15 1/2	15 3/4	15 1/2	15 3/4	15 1/2	15 3/4
400	Atlantic Coast Line,	129	129 1/2	129	129 1/2	129	129 1/2	129	129 1/2	400	Omaha and Great Western,	46 1/2	46 3/4	46 1/2	46 3/4	46 1/2	46 3/4
400	Atlantic Coast Line, pfd.,	129 1/2	130 1/2	129 1/2	130 1/2	129 1/2	130 1/2	129 1/2	130 1/2	22825	Pennsylvania,	147 1/2	147 3/4	147 1/2	147 3/4	147 1/2	147 3/4
400	Baltimore and Ohio,	116 1/2	116 3/4	116 1/2	116 3/4	116 1/2	116 3/4	116 1/2	116 3/4	400	People's Gas,	17 1/2	18 1/2	17 1/2	18 1/2	17 1/2	18 1/2
400	Brooklyn Rapid Transit,	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	400	Pressed Steel Car, pfd.,	106 1/2	106 3/4	106 1/2	106 3/4	106 1/2	106 3/4
400	Canadian Pacific,	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	100	R. Ry. Steel Spring, com.,	47	47 1/2	47	47 1/2	47	47 1/2
400	Central Leather,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4	8200	Reading,	162 1/2	163 1/2	162 1/2	163 1/2	162 1/2	163 1/2
400	Cincinnati and Ohio,	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	200	Republic Iron and Steel,	49 1/2	49 3/4	49 1/2	49 3/4	49 1/2	49 3/4
400	Chicago Great Western,	115 1/2	115 3/4	115 1/2	115 3/4	115 1/2	115 3/4	115 1/2	115 3/4	100	Republic I. and S. pfd.,	10 1/2	10 3/4	10 1/2	10 3/4	10 1/2	10 3/4
400	Chicago and Northwest,	130 1/2	130 3/4	130 1/2	130 3/4	130 1/2	130 3/4	130 1/2	130 3/4	5800	Rock Island,	40 1/2	40 3/4	40 1/2	40 3/4	40 1/2	40 3/4
400	Colorado Fuel and Iron,	45 1/2	45 3/4	45 1/2	45 3/4	45 1/2	45 3/4	45 1/2	45 3/4	400	Rock Island, pfd.,	40 1/2	40 3/4	40 1/2	40 3/4	40 1/2	40 3/4
400	Colorado Fuel and Iron, pfd.,	45 3/4	46 1/4	45 3/4	46 1/4	45 3/4	46 1/4	45 3/4	46 1/4	400	St. Louis and Northfield,	92	92 1/2	92	92 1/2	92	92 1/2
400	Col. and South, 1st pfd.,	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	15000	Southern Pacific,	130	130 1/2	129 1/2	130 1/2	129 1/2	130 1/2
400	Col. and South, 2d pfd.,	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	78 1/2	78 3/4	400	Southern Railway,	21 1/2	21 3/4	21 1/2	21 3/4	21 1/2	21 3/4
400	Consolidated Gas,	70 1/2	70 3/4	70 1/2	70 3/4	70 1/2	70 3/4	70 1/2	70 3/4	400	St. Paul and Northern P.,	71 1/2	71 3/4	71 1/2	71 3/4	71 1/2	71 3/4
400	Delaware and Hudson,	186	186 1/2	186	186 1/2	186	186 1/2	186	186 1/2	3	Standard Oil,	70 1/2	70 3/4	70 1/2	70 3/4	70 1/2	70 3/4
400	Den. and Rio Gran, com.,	48 1/2	48 3/4	48 1/2	48 3/4	48 1/2	48 3/4	48 1/2	48 3/4	400	Tennessee Copper,	26 1/2	26 3/4	26 1/2	26 3/4	26 1/2	26 3/4
400	Den. and Rio Gran, pfd.,	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	1100	Texas Steel,	26 1/2	26 3/4	26 1/2	26 3/4	26 1/2	26 3/4
400	Denver and Rio Gran,	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	85 1/2	85 3/4	87500	Union Pacific,	203 1/2	203 3/4	203 1/2	203 3/4	203 1/2	203 3/4
400	Erie,	33 1/2	33 3/4	33 1/2	33 3/4	33 1/2	33 3/4	33 1/2	33 3/4	400	United States Rubber,	88 1/2	88 3/4	88 1/2	88 3/4	88 1/2	88 3/4
400	Erie, 1st pfd.,	49 1/2	49 3/4	49 1/2	49 3/4	49 1/2	49 3/4	49 1/2	49 3/4	27000	United States Steel,	83 1/2	83 3/4	83 1/2	83 3/4	83 1/2	83 3/4
400	Erie, 2d pfd.,	49 1/2	49 3/4	49 1/2	49 3/4	49 1/2	49 3/4	49 1/2	49 3/4	400	Utah Steel,	127 1/2	127 3/4	127 1/2	127 3/4	127 1/2	127 3/4
400	Fed. Min. and Iron, pfd.,	87 1/2	87 3/4	87 1/2	87 3/4	87 1/2	87 3/4	87 1/2	87 3/4	800	Va.-Car. Chemical,	47 1/2	47 3/4	47 1/2	47 3/4	47 1/2	47 3/4
400	General Electric,	114 1/2	114 3/4	114 1/2	114 3/4	114 1/2	114 3/4	114 1/2	114 3/4	400	Va.-Car. Chemical, pfd.,	20	20 1/2	20	20 1/2	20	20 1/2
400	Great Northern, pfd.,	149 1/2	149 3/4	149 1/2	149 3/4	149 1/2	149 3/4	149 1/2	149 3/4	1000	Wabash,	52 1/2	52 3/4	52 1/2	52 3/4	52 1/2	52 3/4
400	Illinois Central,	120 1/2	120 3/4	120 1/2	120 3/4	120 1/2	120 3/4	120 1/2	120 3/4	17000	Western Union,	52 1/2	52 3/4	52 1/2	52 3/4	52 1/2	52 3/4
400	Int. Metropolitan,	17 1/2	17 3/4	17 1/2	17 3/4	17 1/2	17 3/4	17 1/2	17 3/4	400	Western Union, pfd.,	52 1/2	52 3/4	52 1/2	52 3/4	52 1/2	52 3/4
Total sales for day, \$30,400 shares.																	